

INTIMATION.



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THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.
Hongkong, 6th May, 1907.

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Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
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Telegraphic Address: BARRON, CODES A.B.C. 4th Rd. 12th.
P.O. Box, 85. Telephone No. 12.

BIRTH.
On April 20th at Chungking, the wife of Mr. James Murray, a son.
MARRIAGES.
On May 18th at Shanghai, VALENTINE R. TH. Oberon, Alton-Latham to EUGENIE MARIE CLAYTON, of Somerset.
On May 18th, at Shanghai, ARTHUR GEORGE HAY, a son, of Sea Glen, to MARGARET HERRICKS.

HONGKONG OFFICE: 10A, DES VOGES ROAD (CL. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 20th, 1907.

KING LEOPOLD of Belgium is not a monarch the record of whose doings and acts will fill any considerable space in history. This is, of course, no fault of KING LEOPOLD himself, nor does it cast any reflection on his personal prowess; he being as King of Belgium as incapable of leaving war as the Archbishop of Canterbury himself. Still, if, as executive King of Belgium, and Grand Pensionary of Europe, he be thus excluded from inaugurating any armed contest on European ground, in his private capacity as Sovereign of the Congo Free State he may yet have the historic glory of having permanently set back the boundaries of British Empire. But if not permitted by circumstances to assume the rôle of an Alexander, and carve out with his sword kingdoms, he has had abundant opportunities in both his regal and private capacities of advancing the interests of Belgium and of KING LEOPOLD by venture some mercantile transactions. Even in medieval days, Belgium was celebrated for the mercantile enterprise of her people and the extent of her external trade, and in these modern times, and under the congenial guidance of KING LEOPOLD, the port of Antwerp has risen to the first rank amongst the great mercantile emporiums of Europe. Under such auspices it was but natural that KING LEOPOLD should follow the lead of

his subjects, and that the mercantile instinct should largely flourish alongside his more conspicuous displays of regal magnificence. For some thirty years he has been the practically uncontrolled monarch of the Congo Free State, presiding over an autocracy as unchallenged as that of the Tsar himself. The products of the country have been in increasing demand during the greater portion of this term so that there has been every inducement to a monarch, who had the mercantile habit actually forced upon him, of seeking to make the most out of the peculiar situation. We have seen something even in far distant China of the financial and mercantile enterprise of the Belgians, so that we can the easier comprehend how absorbing the pursuit proved in the comparatively little known and hitherto unexploited realms along the Congo. Professedly the object of the International Association which conferred the rule of the state upon KING LEOPOLD was to encourage the commercial growth of the huge and hitherto neglected territory watered by the Congo River; so that in impressing on his officials the necessity of increasing the exports to Europe the King was only following out the behests of his commission; and looking at the affair from this point of view, which was probably the only one from which it had ever been presented to him, KING LEOPOLD came to understand that so long as the European world was afforded facilities for trading at the entrance of the country, so long it had no ground of complaint, the internal regulations of the country being matters of detail expressly left to the judgment of the sovereign. Unfortunately, some hundred or so British missionaries, with what KING LEOPOLD doubtless considered their usual objectionable habits of ignorant curiosity about things in which they were not wise concerned, went sowing about the country and volunteering advice. More than this, they proved themselves deaf to the hints given them by the administrators of the Government, and not content with this, proceeded to publish what those officials who had the responsibility of maintaining order could not but look upon as ignorant libels. This was proved through the means of an investigation undertaken by these misguided officials, who in their own eyes, and in those of their monarch emerged victoriously out of the ordeal. Not content the missionaries, with one or two discontented traders, actually pressed their complaints on the British Government, and that body used its influence with the King to have the affair investigated. Always willing to listen to well founded complaints, KING LEOPOLD did appoint a commission, and this commission found out that irregularities had indeed occurred, but the Government of the Congo did not think it necessary to publish all this in detail, and KING LEOPOLD said that the whole affair had been exaggerated. In his eyes this was, under the circumstances, quite sufficient, as no damage had been done to the missionaries, and KING LEOPOLD could not be made responsible, his appointment containing no reserve. This reasonable explanation was curiously considered insufficient by the British Government, and more unreasonably still the United States seemed disposed to be dissatisfied with it. It was evident that something must be done to prevent like outrages in future.

Of late years a so-called scientific method of demarking boundaries had sprung into fashion, and the quidnuncs instead of defining the boundary on the spot had contented themselves with saying it was to be formed by a certain parallel or meridian. It can hardly be said that such boundaries are in every respect unobjectionable, especially in the case of meridians, the fixing of a meridian being one of the most difficult problems in geodesy. In this case the thirtieth meridian had for some hundred odd miles been made the boundary between Uganda and the Free State, and the line had been actually marked. A few years later it turned out that the surveyors had made a mistake, and that the Kunsoro Mountain, and a part of the Albert Edward Nyanza, had been through the mistake included in British territory! Nothing was said of it at the time the Kunsoro Mountain, though interesting as one of the claps of one of the three great volcanic girdles of the earth, being otherwise valueless, and a few miles of sea-room more or less in the Albert Edward Nyanza, not seriously affecting the naval strength of either Great Britain or Belgium. But of course vengeance is sweet, and the British Government had seriously impugned the sovereign right of its neighbour to wallop his own Niggers! It was a distinct case for punishment and as nothing more condign offered it has been taken advantage

of, and England is made to feel the full enormity of her offence. Now of course, ridiculous as is the immediate issue, there is something here more than at first sight meets the eye. A little strip less than two degrees in latitude, just south of this territory, is all that separates the northern extremity of Lake Tanganyika from British territory in Uganda. Lake Tanganyika is fully accessible from Rhodesia, and indeed the Central African Railway is already carried beyond Victoria Falls, and in a few months could be carried right up to the lake. It would be then in the power of KING LEOPOLD to materially advance the interests of the projected Cape to Cairo Line by giving it passage through the Free State. Some years ago the late Lord KIMBERLEY, then Foreign Minister, had practically made an arrangement with the Free State to cede a strip of territory here between the State and the German territory of North-East Africa, but owing to the active hostility of the German Government of the day, KING LEOPOLD was induced to withdraw his consent. The reclaiming of the once allotted territory, though a matter of absolutely no value whatever, is thus only a renewed instance of the same unfriendly feeling, with no object except to hamper as far as possible the carrying through of the continuous line. Under the present relations between England and KING LEOPOLD with relation to the charges of ill-treatment of the natives, and between England and Germany with regard to the construction of the lines by the latter to Bagdad, it is evident that the game of international obstruction is being carried on with unabated vigour; and all this in spite of the so-called peaceful influence of the Hague. A stronger proof of its failure as a peace promoter could hardly be pointed out.

Alteration made in the conditions of a prospecting licence appear in the Gazette.

The 39th plague case was imported from Macao. The 40th was found "dumped" in Queen's Road West.

On and after May 21st an office for the sale of Indian money orders will be opened in the Kowloon Post Office. British and local postal notes will also be sold.

An examination of candidates for clerkships in the Hongkong Civil Service will be held by the Board of Examiners on Monday, June 10th. Conditions are published in the Gazette.

The Civil Service C.C. sports commence at 3 p.m. to day (Whit Monday). Mrs. Chatham will present the prizes. Machado's String Band will play selections during the afternoon.

H.E. the Officer Administering the Government has, with the advice of the Executive Council, proclaimed Bangkok to be a port or place at which an infectious or contagious disease prevails.

Ships conveying Chinese passengers, under the provisions of the Chinese Emigration Ordinance, 1839, will not be allowed to carry them on the upper or weather deck, between the 1st of June and the 15th of October inclusive.

A Sports competition was played on Saturday afternoon on the Kowloon Bowling Green, spoons being won by Messrs. T. Petrie, W. Russell, J. Ramsay, and R. Baxter. A number of ties in the three competitions were also played off.

The May Criminal Sessions were formally opened on Saturday morning at the Supreme Court by Sir Francis Piggott, but were adjourned till Tuesday. There is only one case for trial—that of Cheung Tai on a double charge of murder at Pokfulam.

A meeting of Justices of the Peace will be held at the Magistracy on the 27th instant to consider an application from Louis Comar to remove the business carried on by him under the sign of the Cosmopolitan Hotel from Des Voeux Road to No. 39 Queen's Road Central.

A Chinese woman, the wife of a cargo boat man, lost her life in the harbour on Saturday morning. She went to the bow while the vessel was under weigh to put some joss sticks and in stooping down she overbalanced and fell into the water. Several of the crew jumped in, but she was never seen again.

The Gazette notifies that for a further period of six months from and including May 25th the export from the Colony, or the carrying coastwise within the Colony, of arms, ammunition, gunpowder or military and naval stores, is prohibited unless the proclamation shall, in the meantime be revoked, or unless permission shall have been obtained.

Messrs. Johnson, Stokes and Master give notice in the Gazette that it is their intention to apply to the Legislative Council for leave to introduce a Bill entitled "An Ordinance to authorise the Hongkong and Shanghai Banking Corporation from time to time to increase the capital of the said Corporation from the sum of ten millions of dollars to a sum not exceeding the sum of twenty millions of dollars; and to continue incorporated for a further term of 21 years; and to continue in force for a further period of 21 years the Provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 with regard to the Excess Issue of Bills and Notes payable to bearer on demand."

The rubber between the Police and Civil Service Bowling Clubs was played on Saturday afternoon on the ground of the latter. As was expected the home men won by a margin of 19 shots. Inspector Cameron's, whose rink was two up, was the only winning team for the police.

An interesting shooting match took place yesterday at King's Park Range, Kowloon between teams representing the Middlesex Regiment and the Volunteers. When firing ceased it was found that the soldiers had won by one point only—719 to 718. Two 83's were counted out, an indication of the excellent shooting.

On Saturday morning a passenger by the Kwoong Sai was arrested by an excise man for being in possession of opium and on the way to the station asked if the officer would release him for \$10. The latter did not reply and the defendant put his hand in his pocket. The officer thought it was to show the money but he was surprised when the man drew a pocket knife and plunged it in the excise man's body just below the ribs. A struggle ensued but the prisoner was taken to the Police Station. Later in the day he appeared before Mr. F. A. Hazland and was fined \$38 on the opium charge and sentenced to six weeks hard labour for the assault.

The China Times says that it is reported in the Tientsin of Tientsin, that the opposition of the natives of Shansi to the Peking syndicate is growing more acute day by day, and that the people of Taiyuan, capital of that province, are accusing the native converts of the Roman Catholic and Protestant missions there of assisting the British Concessionaries to secure excessive mining rights in Pingting and four other districts. The natives have threatened to attack the foreign missions and missionaries if they do not stop their followers from assisting the Syndicate. There have recently been small troubles between the two parties at Taiyuan. It is said that the Maohuo Governor, En Shou, has wired to the Waiwupa requesting instructions. It is reported in Chinese official circles in Peking that in order to bring the dispute to a mutually satisfactory conclusion, the Waiwupa will shortly consult Sir John Jordan as to the revision of the present agreement.

The Globe remarks:—If it be true that the Peking Government has placed an order for two millions of up-to-date rifles with a Continental firm, there would seem to be full occasion for a repetition of the Prince of Wales's counsel to British manufacturers generally to "wake up." So far as has come to English knowledge, this important contract was thrown open to the whole outside world, the main governing condition being exact compliance by tenderers with the specifications of details. It was to be an above-board deal, without any "squeeze" in secret operation, and as this country can make rifles as cheaply, quality for quality, as any Continental nation, some explanation should be given of the disavowal shown to the British competitor. Was the question of long credit the stumbling block? There are countries, notably in South America, where English merchants have burned their fingers too severely with that risky method of capturing business to have any further liking for it. But it is one thing to give long credit in ordinary commerce and quite another to trust to the Government of four hundred millions of people for honourable dealing. There is no question whatever about its solvency. It is asserted that owing to recent reforms in the collection and distribution of Imperial revenue, a very much larger amount reaches Peking, while the Emperor and his mother are reported to be all for economy.

On April 18th Sir Matthew Nathan addressed to Lord Elgin a dispatch containing the following paragraph:—"Referring to the 12nd paragraph of the despatches above quoted which dealt with the question of providing as soon as possible additional accommodation for junk seeking shelter from storms, your Lordship will observe that the Relief Fund Committee unanimously agreed to suggest that the Government contribution of an amount equal to private subscriptions promised by me to the fund, not being otherwise required, should be expended for commencing at the earliest possible date the new typhoon refuge which they, as well as the Public Works Committee of the Legislative Council, have recommended should be provided at Mong-kok-tai by constructing a detached breakwater extending from near Tai-kok-tai to opposite the South end of Yau-mat and enclosing an area of 166 acres. The estimated cost of this breakwater is \$900,000, and I propose that the suggestion of the Relief Fund Committee should be met by taking a vote in the Legislative Council for the amount that can be spent on the work this year and including such amounts in the Estimates for 1908 and 1909 as will permit of the work being completed without any available delay. I ask Your Lordship's approval to this course. In the meantime a number of borings have been taken to ascertain the nature of the bed of the harbour on the site of the proposed breakwater and the plans and particulars for it are being prepared."

LATEST STEAMER MOVEMENTS.

The E. & A. str. *Albion* left Sydney on 18th instant for this port.

The E. & A. str. *Empire* arrived at Sydney yesterday.

The I.G.M. str. *Scharnhorst* carrying the German Mail with dates from Berlin of the 23rd April left Singapore on Friday 5 p.m. and may be expected here on or about Wednesday the 22nd May at 8 a.m.

The Ben Line str. *Braemar* sailed from Singapore 18th, and may be expected to arrive here on or about Friday morning next, 25th May.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STRONG CHINESE PREJUDICE.

SHANGHAI, May 19th.

An extraordinary plea was made at the Mixed Court here yesterday, when thirteen of the ringleaders in the gaol mutiny of May 4th, 1906, were brought up and sentenced to terms of imprisonment, varying from five to twenty years in addition to the periods they were already serving.

They all begged to be sent to the Native City for punishment, declaring that decapitation would be preferable to life in the Municipal Gaol. Their prayers continued until they were forcibly removed.

[REUTERS' SERVICE.]

THE STRIKE ON THE RAND.

LONDON, May 16th.

Owing to the strike on the Rand the volunteers in Pretoria have been ordered to be in readiness to mobilise at an hour's notice.

THE AUSTRIAN ELECTIONS.

LONDON, May 16th.

The gains of the Socialists, and the defeats of the German and Czech Nationalists, are general throughout Austria. The Social democrats have won 57 seats, and the anti-Semites or Christian Socialists 59.

THE AMERICAN INTER-STATE COMMERCE COMMISSION.

LONDON, May 16th.

The American Inter-State Commerce Commission finds that the railway competition has suppressed (trade) over one third of the area of the United States. The Commission advocates the annulment of the agreements between the railways, and effective laws to prevent the inflation of securities.

SAN FRANCISCO MUNICIPAL CORRUPTION.

LONDON, May 16th.

A sensation has been caused in San Francisco by Boss Abraham Ruef pleading guilty to a charge of extortion, in connection with the Municipal corruption which has so long permeated all branches of civil life.

OXFORD UNIVERSITY.

LONDON, May 17th.

Lord Curzon presided at a meeting in London for the object of formulating a scheme to raise £250,000 on behalf of the Oxford University. £5,600 has already been promised.

PRINCE FUSHIMI.

LONDON, May 17th.

Prince Fushimi has started on a week's tour in the North.

RUSSIA.

LONDON, May 17th.

Robberies by Terrorists occur nearly every day. A band attacked a mail van at Lodz, killing and wounding four Cossacks and a Policeman, the band escaping with 2,000 Rbls. A Cossack patrol arrived a moment later and dashing into an adjacent cotton mill shot down workmen indiscriminately, killing 15 and wounding over 39.

THE WESTHAM SCANDAL.

LONDON, May 17th.

The Westham Guardians have been sentenced at the Central Criminal Court to terms of imprisonment varying from two years to six months, for corrupt practices and conspiracy.

THE PEKING-HANKOW RAILWAY.

The first report of receipts and expenditure of the Peking-Hankow railway show that a steady increase has been maintained in traffic. The total receipts for the year amounted to \$7,200,000, at which \$2,300,000 was devoted to the general expense, 2,500,000 to interest on the Belgian loan, \$400,000 to interest to the Board of Finance and \$200,000 to a reserve fund, leaving a balance of \$2,000,000. Of the latter sum one-fifth is apportioned to the Belgian syndicate, thus \$1,600,000 remains as net profit. The receipts for the year show an increase of over twenty-five per cent. on the previous year's working, and shareholders are looking forward eagerly to the long-for redemption of the loan bonds, but the Chinese would do well, says *The Peking and Tientsin Times* to remember that these favourable results have been attained with foreign supervision and no instance has yet been afforded of proving that under Chinese administration such good results would be obtained.

FUNNELS AND FLAGS.

COLONIAL SHIPPING CONFERENCE.

Practically all the more important questions for the discussion of which the Conference was summoned have been settled to the satisfaction of the Australian and New Zealand delegates. So far the net result of the Conference has been to affirm the power of the Australian Colonies to deal with their shipping questions practically on their own conditions, and the resolutions passed at the Conference are expected to result in the removal of most of the existing anomalies and in encouraging the employment of British rather than foreign seamen. The relation of the various questions to existing foreign treaties will be dealt with at the Conference of Colonial Premiers. The business still to be dealt with by the Conference includes the questions of compulsory insurance for seamen, lead lines, the abolition of advance notes, the abolition of imprisonment for desertion, the extension of the Workman's Compensation Act to seamen, fitting passenger ships with wireless installation and the adoption of water-tight compartments. It is believed that a single sitting will suffice for these matters. Among the more important decisions already reached are the definition of a coastal trader and the question of dealing with all ships, no matter whence they come or how much they are subsidised. This means that British and foreign ships would be on exactly the same level in Australasian waters. It has also been resolved that only British subjects speaking the English language should be employed as officers on coastal ships. The Conference has also decided that the Commonwealth and New Zealand should be empowered to frame their own laws with regard to "all shipping in the coastal trade," the phrase meaning all ships carrying passengers or goods from one Colonial port to another. It has been further resolved that every means should be taken, by legislation or otherwise, to encourage the employment of British seamen on British ships. A further resolution has been passed in favour of compelling all future ships to be built with proper sanitary arrangements, ventilation, &c., and in the case of those already built, should they be insanitary, the Colonial authorities should have the power to insist on the necessary alterations for the improvement of the condition of the seamen.

RAPID PROGRESS.

It is common knowledge that more than one internal combustion engine has been taken up by large shipbuilding firms, with a view to development as marine motors. On this point it would not, perhaps, be fair to say more at the moment. Undoubtedly the engine is coming, and coming much more quickly than many people think. The marine gas engine which Mr. James McKeechie imagined in his address to the Institution of Naval Architects was of 16,000 indicated horse-power. In the discussion of the paper Mr. William W. discovered the information that the largest marine gas-engine of which Mr. McKeechie had any experience was of no more than 900 indicated horse-power. Thereupon Sir William expressed a fear that from 800 i.h.p. to 16,000 i.h.p. was rather rapid progress. Sir William apparently forgot for the moment that in less than ten years the Parsons's steam turbine had increased from less than 1,000 i.h.p. to more than 70,000 i.h.p. The fact is that we are moving much more quickly than we used to move. If the 800 i.h.p. engine is practicable, there is no mechanical impossibility about the 16,000 i.h.p. engine.

THE SHANGHAI TRAMWAYS.

An article appearing in one of the native journals of Shanghai constitutes such a striking example of science of sedition that we are unwilling to allow it to pass unnoticed by the foreign portion of the Settlement. Starting from the assumption that the tramways will commence to run in June, the writer declares upon three great evils which he has discovered in the project and builds upon this theme an appeal to boycott the tram, with a subtle suggestion that, if such methods fail in their objects, more drastic measures might yet be adopted. The evils that he enumerates are the danger to passengers in which term he includes not only those who use the tram but also pedestrians in the streets; the consequent increase of crime in the Settlement due to so many rickshaws, coolies and mafiosos being thrown out of employment; and thirdly the damage to commerce caused by the inability of pedestrians to use any streets where the tram runs. Finally the article states that workers in precious metals and silk merchants have notified their employees that they will be immediately discharged, if they use the tram. If this example, continues the journal, is followed by the poultry and merchants of Shanghai, the tram will have to cease running "without any active measures being taken to rain them."

The whole of the article is interspersed with serious misstatements and at the same time with a few references to technical details that lend it the air of profound knowledge. It is stated, for instance, that from 5,000 to 6,000 people have been killed in Tokyo by electric trams. After pointing out that live wires and not insulated wires are used for electric tramways, the writer continues:—"During a storm of lightning or rain the electricity of the cars and that of the air will unite and passengers on the tram will be unable to leave them whatever efforts they make." The unfortunate pedestrian in the street, however, is represented as being in a still more dangerous predicament. "If he should not take precautions and should he carry any metal article such as an umbrella with an iron handle, etc., and should he touch one of the overhead wires, the electric force will descend, his brain fibres will be disintegrated, and he will inconspicuously perish." Then, as if conscious that the number of people who are likely to walk about stroking a wire twenty feet above the ground may be comparatively small, the writer touches upon the number of rickshaws, coolies and mafiosos being thrown out of work and will have to join the original classes or die of starvation. And again, in order that the fantastic picture which he draws shall not possess even the saving grace of consistency, he depicts all the streets through which the trams are to run with such disastrous effects as entirely denuded of pedestrians and points to the consequent menace to trade.—*N.C. Daily News.*

Hongkong is probably the most provincial and parochial spot in the universe. It has its forms, its cliques, its snobbishness. It is continually acquiring immense importance to something which does not really matter.—*Es.*

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialities for the Skin are the sole of a Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

SHIPPING.

ARRIVALS.

AMCO, German str., 663, H. Plandbeck, 18th May. Quia Hen 15th May, General. - Sander, Weller & Co.

ANCHERS, British str., 1741, J. A. Taylor, 19th May. Kutchinotzu 14th May, Ballast Butterfield & Swire.

CARDIGANSHIRE, British str., 2,685, W. O. Sykes, 19th May. London via Singapore 12th May, General. - Shaw, Tomes & Co.

CASCO, Norwegian str., 773, Ola Haukewold, 18th May. Laoglat, Kerama-Geo. Mc-Bain & Co.

DENBIGHSHIRE, British str., 2,448, D. Davies, 18th May. Kutchinotzu 12th May, Coal. - Shaw, Tomes & Co.

GLACIOUS, British str., 3,570, A. D. Baker, 19th May. Shanghai 16th May, General. - Butterfield & Swire.

HAIMUN, British str., 536, A. J. Robson, 19th May. Poochow, Amoy and Swatow 18th May, General. - Douglas Lapaik & Co.

JACOB DIEDERICHSEN, German str., 623, D. Henk 18th May. Hoihow 17th May, General. - Jensen & Co.

KASHIMA MARU, Japanese str., 1,746, M. Uto, 18th May. Enigou 13th May, General. - Fukuno & Co.

MATHURDE, German str., 831, N. Schlemmer, 18th May. Hoihow via Hoihow 17th May, General. - Jensen & Co.

NICKAI MARU, Japanese str., 1,044, W. Nakagawa, 17th May. Enigou 14th May, Coal. - Order.

SHUNANO MARU, Japanese str., 6,387, K. Kawara, 19th May. Seattle and Shanghai 16th April, General. - Nippon Yusen Kaisha.

TRIESTE, Austrian str., 3,233, Mistrorigo, 19th May. Kobe and Shanghai 7th May, General. - Sander, Weller & Co.

VICTORIA, Swedish str., 969, H. Holberg, 17th May. Saigon 13th May, Rice and Cotton. - East Asiatic Trading Co.

YINGCHOW, British str., 1,216, P. Frazer, 18th May. Shanghai 15th May, General. - Butterfield & Swire.

DEPARTURES.

18th May.

Daggy, Norwegian str., for Chefoo.

Haitan, British str., for Swatow.

Hoihow Maru, Japanese str., for Shanghai.

Kashima Maru, Japanese str., for Kobe.

Loekow, German str., for Swatow.

Nord, Norwegian str., for Tientsin.

Rubi, British str., for Manila.

Tamsui, British str., for Hoihow.

19th May.

Ceylon Maru, Japanese str., for Singapore.

Denbigh, Norwegian str., for Swatow.

Hoihow Maru, Japanese str., for Kutchinotzu.

Jacob, British str., for Tientsin.

Kashima Maru, Japanese str., for Swatow.

Sandakan Maru, Japanese str., for Saigon.

Yangon, German str., for Kutchinotzu.

SHIPPING REPORTS.

The British str. Yingchow reports: Moderate variable wind passing fog banks.

The British str. Daggy reports: Light variable wind and fine clear weather.

The British str. Glacius reports: Fine weather, light variable breeze, and smooth sea.

VESSELS PASSED ANKER.

April 26, German str., Thuringen, von Rillen, March 6 from Bremen to Batavia.

April 26, Norwegian str., Clara, Jacobsen, Feb. 21, from Dungen Bay for Auger Is. of Sootabai.

April 26, British str., Isador, Wright, April 24, from Christmas Island for Singapore.

April 29, German str., Berlin, Orgel, Feb. 7, from Hamburg for Batavia.

April 29, Dutch str., Bayor, Workleu, March 17, from Rotterdam for Batavia.

April 30, German str., Albert Rickmers, Hulsbusch, Jan. 15, from New York for Singapore.

May 1, Dutch str., Bindjani, de Boer, May 1, from Batavia for Rotterdam.

May 2, British str., City of Edinburgh, March 4, from New York for Shanghai.

May 4, Dutch str., Goeder, Le Clercq, Mar. 30, from Rotterdam for Batavia.

May 5, British str., Tydens, Jackson, March 20, from West for Batavia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 21st inst., at Noon.

For Freight or Passage apply to DOUGLAS LAPAİK & Co., General Managers.

Hongkong, 18th May, 1907. 948



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.

Shipping Cargo at through rates to the Persian Gulf, Red Sea, Black Sea, Levant, and all Adriatic Ports.

Company's Steamship

"TRIESTE,"

Captain Mistrorigo, will be despatched as above on or about TUESDAY, the 21st inst.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 2nd May, 1907. 3

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

THE Steamship

"DAPHNE,"

Capt. E. Schipper, will be despatched for SALINA, GUZ, MEXICO, VIA KOCHINOTZU, JAPAN, on TUESDAY, the 28th inst., at 4 P.M.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansion, Hongkong, 14th May, 1907. 908

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	FOEMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 22nd inst.
LONDON & C. VIA USUAL PORTS OF CALL.	CEKANA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 1st June, at Noon.
LONDON, ANTWERP & HAMBURG VIA SUEZ CANAL.	GLENLUGAN	Brit. str.	—	J. McGregor	McGREGOR, BROS. & CO.	On 3rd June.
LONDON & ANTWERP.	PLINTHIRE	Brit. str.	—	—	—	About 3rd June.
MAHARAJES, & C. VIA PORTS OF CALL.	TOURANE	Brit. str.	—	—	—	On 28th inst., at 1 P.M.
MAHARAJES, HAVRE, COPENHAGEN & C.	SIAM	Dan. str.	—	—	—	About 10th June.
COPENHAGEN & RUSSIAN SCANDINAVIAN PORTS.	PRETORIA	Dan. str.	—	—	—	About 15th June.
HAMBURG, VIA PORTS OF CALL.	BAYERN	Ger. str.	—	—	—	On 22nd inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, & C.	SEGOVIA	Ger. str.	k.w.	Schnefeldt	HAMBURG-AMERIKA LINIE	On 15th June.
HAVRE & HAMBURG VIA STRAITS, & C.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th June.
TRIFSTIE, & C. VIA SINGAPORE, & C.	TRIESTE	Aus. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	About 21st inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG.	HOHENSTAUFEN	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 12th July.
NAPLES, HAVRE & HAMBURG.	SILENIA	Ger. str.	k.w.	Bahle	GIBB, LIVINGSTON & Co.	About 20th inst.
DURBAN	HELIOPOLE	Brit. str.	—	Ketley	DODWELL & Co., Ltd.	On 6th June.
NEW YORK	ARAGONIA	Brit. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 10th June.
NEW YORK	NORMAN PRINCE	Am. str.	—	Barrett	ARNHOLD, KARBURG & Co.	About 12th June.
VANCOUVER VIA SHANGHAI JAPAN, & C.	MONTAGIE	Brit. str.	1 m.	Shubinson	CANADIAN PACIFIC R. Co.	On 22nd inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus	CANADIAN PACIFIC R. Co.	On 6th June, at 4 P.M.
VICTORIA (R.C.) & TACOMA VIA JAPAN.	DAIHON	Am. str.	—	W. C. T. S. Filmer	DODWELL & Co., Ltd.	On 22nd inst., at Noon.
CALLAO, IQUIQUE, VIA JAPAN PORTS, & C.	KASATO MARU	Jap. str.	—	E. Schipper	CHINA COMMERCIAL S.S. Co.	On 28th inst., at 4 P.M.
SALINA CRUZ, MEXICO, VIA KOCHINOTZU.	DAIHON	Am. str.	—	W. von Gaden	—	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA.	PRINCE WALDEMAR	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 1st June, at Noon.
AUSTRALIAN PORTS VIA MANILA.	EASTERN	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 8th June, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA.	TSINAN	Brit. str.	1 m.	Pander	JAVA-CHINA JAPAN LINE	Quick despatch.
JAPAN	TSINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
YOKOHAMA & KOBE	PRINCE SIGISMUND	Ger. str.	—	Leuz	MELCHERS & Co.	About 31st inst.
YOKOHAMA & KOBE	KITAI	Dan. str.	—	Matovich	SANDER, WIELER & Co.	About 20th June.
SHANGHAI, YOKOHAMA & KOBE	E. F. FERDINAND	Aus. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	SAN DOMINGO	Dan. str.	—	L. Mass	MELCHERS & Co.	About 20th inst.
SHANGHAI, YOKOHAMA & KOBE	HANGSANG	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, YOKOHAMA & KOBE	SCHARNHORST	Ger. str.	—	T. Suruga	HAMBURG-AMERIKA LINIE	On 25th inst.
SHANGHAI, YOKOHAMA & KOBE	SOCORRA	Ger. str.	k.w.	R. A. P. Peters	OSAKA SHOSHEN KAISHA	On 27th inst., at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	ALERLOCH	Ger. str.	k.w.	Bahle	P. & O. S. N. Co.	About 3th inst.
SHANGHAI, YOKOHAMA & KOBE	SOGU MARU	Jap. str.	—	I. Sakurai	HAMBURG-AMERIKA LINIE	On 2nd June.
SHANGHAI, YOKOHAMA & KOBE	MAITA	Brit. str.	—	A. J. Robson	OSAKA SHOSHEN KAISHA	On 29th inst., at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	YINGCHOW	Brit. str.	—	Frazer	DOUGLAS LAPAİK & Co.	To-morrow, at Noon.
SHANGHAI, YOKOHAMA & KOBE	ATKINS	Brit. str.	—	Wardell	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	L. D. Northcote	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	LOCHSANG	Brit. str.	—	A. J. Smith	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	LAPELO	Brit. str.	—	R. Fraser	SHEWAN, TOMES & Co.	On 25th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 1st June, at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHIRI	Brit. str.	—	Imben	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	BORNEO	Ger. str.	—	F. Sembli	MELCHERS & Co.	On 1st June, at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	MAUSANG	Brit. str.	—	R. Houghlon	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 3 P.M.
SHANGHAI, YOKOHAMA & KOBE	KUMSANG	Brit. str.	—	E. J. Butler	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 25th May, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st June, Noon.

For Freight or Passage apply to.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th May, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 4th March, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SHANGHAI	"HANGSANG"	Wed. 22nd May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"HOPSANG"	Thursday 23rd May, 3 P.M.
MANILA	"LOONGSANG"	Friday, 24th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 25th May, 3 P.M.
SANDAKAN	"MAUSANG"	Thursday, 30th May, 4 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze River.

* Taking Cargo on Through Bills of Lading to Katat Lahad, Dava, Simporne, Tawao, Usukan, Jesson and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 20th May, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SAN DOMINGO"	About 20th May
MARSEILLES, HAVRE, COPENHAGEN and BALITIC PORTS	"SIAM"	About 10th June
COPENHAGEN and ST. PETERSBURG DIRECT	"PETRONIA"	About 15th June
YOKOHAMA and KOBE	"KITAI"	About 20th June

For Further Particulars, apply to

Hongkong, 1st May, 1907.

MELCHERS & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "REHANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on Board. Doctor and Stewardsess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILENIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILENIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

REHANIA ... 1st September

HOHENSTAUFEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

HOHENSTAUFEN ... 29th May

SILENIA ... 12th July

SCANDIA ... 9th August

HABSBURG ... 6th September

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

ABERLOUR ...	FOR SHANGHAI, KOBE & YOKOHAMA	26th May
SILFRIA ...	FOR SHANGHAI, KOBE & YOKOHAMA	2nd June
SPEZIA ...	FOR SHANGHAI, KOBE & YOKOHAMA	10th June
SAMBIA ...	FOR SHANGHAI, KOBE & YOKOHAMA	26th June

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* HOHENSTAUFEN, NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 29th May

SEGOVIA ... HAVRE & HAMBURG ... 15th June

SITHONIA ... HAVRE & HAMBURG ... 25th June

* SILENIA, NAPLES, HAVRE & HAMBURG ... 12th July

* Special attention of intending passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin midships. Lighted throughout by electricity. Daily qualified doctor and stewardsess carried. Laundry on board.

ARAGONIA ... NEW YORK ... 10th June

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 8th June

also only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 4th March, 1907.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"ERZHERZOG FRANZ FERDINAND,"

Capt. Matovich, will leave for the above places TO-MORROW, the 21st inst., at Noon.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Prince's Buildings.

Hongkong, 14th May, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, Callao and Iquique via JAPAN PORTS.

With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail.

"KASATO MARU" 6,100. 22nd May, Noon.

"GLENFARG" 4,000. Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building.

Hongkong, 15th April, 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	FORMOSA Capt. B. W. H. Snow	About 22nd May	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO.	SOCOTRA Capt. W. R. Hickey	About 25th May	Freight and Passage.
HAMA	(MALTA) Capt. E. A. Polers	About 30th May	Freight and Passage.
SHANGHAI	(MALTA) Capt. E. A. Polers	About 30th May	Freight and Passage.
LONDON, &c., via USUAL PORTS	CEANA Capt. W. Hayward, R.N.R.	Noon, 1st June	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th May, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"CHIEHLI"	On 21st May, 10 A.M.
MANILA	"TAMING"	On 21st May, 4 P.M.
SWATOW and SHANGHAI	"YINGCHOW"	On 22nd May, 4 P.M.
KOBE	"TSINAN"	On 25th May, 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 25th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 31st May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 17th May, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. Sakurai	SUNDAY, 26th May, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SOSHU MARU" Capt. T. SUGA	MONDAY, 27th May, at 9 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 29th May, at 8 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIBODAS	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	IN PORT	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports or through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 30th April, 1907.

NOTICES TO CONSIGNEES

S.S. "OCEANIAN"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Cordouan" form Havre, ex.s.s. "Cordouan" from Bordeaux, ex.s.s. "Ville de Bordeaux" from Marseilles, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra Godowns at Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees, before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M.

No Fire Insurance will be effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th May, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risks in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex.s.s. "Britannia."
From Persian Gulf ex B. I. S. N. Co.'s Steamers.

B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1907.

TOYO KISEN KAISHA,
SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KASATO MARU"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

All goods remaining undelivered after the 23rd inst., will be subject to rent.

All Claims as to broken, chipped and damaged goods are to be notified immediately.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1907.

K. MATADA,
Manager.

Hongkong, 17th May, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns at Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th May, 1907.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With Index. Price 37.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 27th February 1907

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 8A, Queen's Road Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail. Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market), Telephone No. 515.

PHOTOGRAPHER.

M. MUMETA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Late of the Hongkong Typewriting Bureau, 8A, Queen's Road Central (First-floor).

IRON MERCHANTS.

E. HING & Co.
ware, Muntz's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchants. No. 25, Wing Wo Street (Lane from 171, Queen's Road to 163, Des Vaux Road Central) Telephone No. 613.

Hongkong, 1st March, 1907.

DAVID CORSE & SON'S
MECHANICAL NAVY
NAVY BOILED
LONG PLANK
RELIANCE CROWN
TARPAULING
ARNOLD, KARBURG & CO.
Sole Agents.

295

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., and FOCHOW
LAQUERED WARE.
19, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

778

THE Steamship

"OCEANA,"
Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st June at NOON, taking passengers and cargo for the above ports in connection with the Company's "MONGOLIA," 9,500 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office on 11 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 20th May, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE
COMPAGNIE FRANCAISE DES INDES ET DE
L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Saturdays Excepted).

Departure from Canton at 5.15 P.M. (Sundays Excepted).

These import steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade.

Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to E. PASQUET & CO., Canton Agents.

BARRETT & CO., Agents.

Hongkong, 1st April, 1907.

688

THE Under- and GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED
General Agents for China and Japan.

Hongkong, 4th August, 1898.

8

VISITORS TO CANTON.
Should purchase FROM HONGKONG TO CANTON BY THE PEARL RIVER.

by CAPTAIN C. V. LLOYD (R.S. "HANKOW") With Illustrations, Maps and Plans. Price.....\$1.50

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Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
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Messrs. A. S. WATSON & Co.
Canton:

Hongkong, 4th October, 1893.

INSURANCES

NORTH BRITISH AND MERCHANTS
TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,119.

I. AUTHORIZED CAPITAL, £3,000,000
Subscribed CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907.

1349

GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION LTD.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.,
Agents.
Hongkong, 17th May, 1907.

933

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Corporation, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEL, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897.

114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906.

29

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.
Length on Blocks... 722 "

Width of Entrance on Top... 564 "

Width of Entrance on Bottom... 564 "

Water on Blocks at Spring Tide... 344 "

DOCK NO. 1.

Extreme Length... 521 feet.
Length on Blocks... 521 "

Width of Entrance on Top... 511 "

Width of Entrance on Bottom... 511 "

Water on Blocks at Spring Tide... 344 "

DOCK NO. 2.

Extreme Length... 571 feet.
Length on Blocks... 571 "

Width of Entrance on Top... 564 "

Width of Entrance on Bottom... 564 "

Water on Blocks at Spring Tide... 344 "

PATENT SLEEP.

Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

1175

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1st YEAR OF THE 73rd CYCLE TO THE 50th YEAR OF THE 78th CYCLE, THAT IS THE 3rd YEAR OF TUNG CHI TO THE 39th YEAR OF KWANG SU.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906.

1841

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "MONTEAGLE" 6,163 tons	WEDNESDAY, 22nd May	15th June
"EMPERESS OF JAPAN" 6,000 "	THURSDAY, 8th June	24th June
"TARTAR" 4,425 "	WEDNESDAY, 19th June	13th July
"EMPERESS OF CHINA" 6,000 "	THURSDAY, 4th July	22nd July
"ATHENIAN" 3,882 "	WEDNESDAY, 17th July	10th August
"EMPERESS OF INDIA" 6,000 "	THURSDAY, 1st Aug.	19th August

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers: "240," "242," "244," "246," "248," "250," "252," "254," "256," "258," "260," "262," "264," "266," "268," "270," "272," "274," "276," "278," "280," "282," "284," "286," "2

